

Chapter 4:

Park Lane/Thorns Beach to Lower Exbury House

England Coast Path: Highcliffe to Calshot - Natural England's Proposals

Part 4.1: Introduction

Start Point:	Park Lane (grid reference:439967, 97693)
End Point:	Lower Exbury House (grid reference: 442793,98873)
Relevant Maps:	4a to 4h

Understanding the proposals and accompanying maps:

The Trail:

- 4.1.1 Follows existing walked routes, including public rights of way, along parts of this length.
- 4.1.2 Includes 8 sections of new path, at sections HCS-4-S001, HCS-4-S002, HCS-4-S003, HCS-4-S005, HCS-4-S007, HCS-4-S031, HCS-4-S032 and HCS-4-S036. See maps 4a, 4e and 4h and associated tables below for details.
- 4.1.3 Two significant inland diversions are necessary. The first will avoid Needs Ore on the western side of the Beaulieu River and the second diversion will avoid the sensitive wildlife and habitats, residential properties and Exbury Park and Gardens on the eastern bank of the Beaulieu River.

See Future Change, below and Part 9 of the Overview.

- 4.1.4 Follows a route similar to the existing Solent Way until Beaulieu village but departs from this in places in order to avoid busy roads and provide a more coastal route.

Protection of sensitive features:

- 4.1.5 This part of the coast includes the following sites, designated for nature conservation or heritage preservation (See map C of the Overview):
 - Solent Maritime Special Area of Conservation (SAC),
 - Solent and Isle of Wight Lagoons Special Area of Conservation (SAC)

- The New Forest Special Area of Conservation (SAC)
- Solent and Southampton Water Special Protection Area (SPA)
- The New Forest Special Protection Area (SPA)
- Solent and Dorset Coast proposed Special Protection Area (pSPA)
- Solent and Southampton Water Ramsar Site
- New Forest Ramsar Site
- North Solent Site of Special Scientific Interest (SSSI)
- The New Forest Site of Special Scientific Interest (SSSI)
- St Leonards Barn Remains, Beaulieu Abbey Scheduled Ancient Monument Scheduled Ancient Monument (SAM).

We have assessed the potential impacts of our proposals along the proposed route (and over the associated spreading room described below) on the features for which the affected land is designated and on any which are protected in their own right.

4.1.6 With input from specialists we have considered each of the sites involved and the relevant designations and concluded that for this section of the coast our proposals are compatible with the conservation objectives for the sites concerned.

In reaching this conclusion we have identified that it would be necessary to take the following measures:

Location	Risk	Mitigation
Needs Ore, Park Farm Fields and Park Shore	<ul style="list-style-type: none"> ■ Increased disturbance to non-breeding waterbirds using the foreshore at the mouth of the Beaulieu Estuary and lagoons and marshes at Needs Ore (SPA) ■ Increased disturbance to non-breeding waterbirds using the pasture fields at Park Farm (important SPA supporting habitat). ■ Increased disturbance to breeding birds using the marshland, fields and shoreline in Needs Ore (SSSI) ■ Interference with environmental stewardship over Park Farm fields, including to provide suitable habitat for waders and farmland birds. ■ Excessive trampling of coastal habitats along Park Shore (SAC). 	<ul style="list-style-type: none"> ■ An inland alignment for the Coast Path avoiding sensitive areas. ■ Signposts and waymarking will be used to ensure the route of the trail is clear and easy to follow. ■ Walkers will be asked to stick to the path and dog proof fencing will be used in the open fields adjacent to Sowley Lane, to ensure dogs do not access the fields when circumnavigating north of Park Farm ■ Access to Needs Ore will be excluded all year round by direction on nature conservation grounds (existing permit controlled access to Warren Lane and the car park at Needs Ore Point will be unaffected). In addition, access will be excluded from Park Farm fields that form part of Needs Ore NNR from 1st September to 15th March each year. The boundary of the excluded areas follows existing hedges and fences. ■ Access is currently permitted to Park Shore but dogs must be kept on a lead. Access with dogs to this part of the coastal margin will be similarly restricted by direction on nature conservation grounds. Existing on-site notices will be upgraded to indicate where this restriction applies.

Location	Risk	Mitigation
West bank of the Beaulieu River at Keeping Copse	<ul style="list-style-type: none"> ■ Increased disturbance of non-breeding waterbirds feeding on the foreshore or resting on the shore at the edge of the woods (SPA). ■ Increased disturbance to breeding waders using the upper saltmarsh and banks of the Beaulieu River estuary (SSSI). 	<ul style="list-style-type: none"> ■ Improvements to make the existing path easier to use and follow, and thereby discourage people from leaving it, including signage and sections of boardwalk with guard rails. ■ Existing interpretation panels will be replaced and improved.
Moonhills and New Forest Heaths	<ul style="list-style-type: none"> ■ Increased disturbance of heathland breeding birds by people or their dogs (SPA). ■ Increased trampling causes new areas of bare ground to develop (SAC). 	<ul style="list-style-type: none"> ■ Alignment along an established and regularly used recreational route. ■ Installation of additional panels where the trail enters the New Forest with maps and information to guide visitors (similar to panels installed by the Forestry Commission at other locations in the Forest).
East Beaulieu River (including Sims Wood, Steerleys Copse and Spearbed Copse)	<ul style="list-style-type: none"> ■ Increased disturbance to non-breeding waterbirds feeding and resting on the foreshore and banks of the Beaulieu River estuary (SPA) ■ Increased disturbance to breeding waders along the river bank (SSSI) ■ Careful alignment of path through woodland would be needed to avoid impacts on plants, invertebrates and amphibians (SSSI). 	<ul style="list-style-type: none"> ■ An inland route following existing tracks and roads avoids the woodland and more sensitive areas closer to the river. ■ The woodland is separated from the proposed route by and fence and tracks joining the route are gated.

In relation to those nature conservation sites listed above, refer to our published Access and Sensitive Features Appraisal for more information.

See part 6b of the Overview - 'Protection of sensitive features' for a description of our overall approach and a summary of our conclusions

Accessibility:

4.1.7 Generally, there are few artificial barriers to accessibility on the proposed route, which makes use of existing surface paths wherever these meet the criteria in the Coastal Access Scheme.

However, there are places where it may not be entirely suitable for people with reduced mobility because:

- The trail would follow an uneven grass or bare soil path along field boundaries;
- The trail enters woodland and follows an uneven surface and in parts ascends and descends sloping ground.
- The trail enters shoreline woodland where a number of boardwalks are in place

4.1.8 In a number of locations, the existing gate/stile or steps will be replaced or improved, so as to make them easier to use before the new access rights come into force as part of the physical establishment work described in part 7 of the Overview.

See part 6a of the Overview - 'Recreational issues' - for more information.

Where we have proposed exercising our discretion:

The discretions referred to below are explained in more detail in the Overview.

- 4.1.9 Estuary: This report proposes that the trail should include a route around the estuary of the Beaulieu River, extending upstream from the open coast as far as the B3054 crossing in Beaulieu, which is the first public foot crossing point over the river.

See part 5 of the Overview. The trail covered by this chapter includes this estuary route.

- 4.1.10 Landward boundary of the coastal margin: We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 4.2.1 below.

- 4.1.11 At sections HCS-4-S033 and HCS-4-S034 we have used this discretion to propose limiting the landward extent of the coastal margin to the edge of Summer Lane. This would have the effect of reducing the amount of coastal margin that would otherwise have applied by default by virtue of it already being urban common and therefore section 15 land. This option provides the most clarity because:

- The road edge provides a clearly identifiable boundary for users of coastal access rights.
- Without limiting the extent of the landward boundary, approximately 26000ha of landward coastal margin would have been created within the New Forest National Park. No new access rights would have applied over any of this area of default margin because the existing section 15 rights will continue to apply over the whole area, whether it falls in the margin or not.

See also part 3 of the Overview - 'Understanding the proposals and accompanying maps', for an explanation of the default extent of the coastal margin and how we may use our discretion to adjust the margin, either to add land or to provide clarity. See also Annex C of the Overview - 'Excepted land categories'.

- 4.1.12 Restrictions and/or exclusions: We have proposed to exclude access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast. For details of these directions, see 4.3.13 in the Formal Proposals Section of this report and Part 10 of the Overview.

- 4.1.13 Access rights to the spreading room would be subject to the national restrictions on coastal access rights listed in Annex D of the Overview. These restrictions would not apply to public rights of way.

See part 10 of the Overview - 'Restrictions and exclusions' - for details.

Establishment and ongoing management of the trail

- 4.1.14 Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 7 of the Overview:

- Significant refurbishment and replacement of board walks and surfacing in a number of places in section HCS-4-S018 between Bucklers Hard and Beaulieu to enable an all year round suitable route.
- At various locations pedestrian gates will be installed and sleeper bridges are also required over roadside ditches

4.1.15 Ongoing management and maintenance would be necessary in accordance with the general approach described in part 8 of the Overview.

See parts 7 - 'Physical establishment of the trail' and 8 - 'Maintenance of the trail' of the Overview for more information.

Future Change:

4.1.16 At the time of preparing the report, we do not foresee any other need for future changes to the access provisions proposed for the length of coast described in this chapter.

See parts 6e - 'Coastal processes' and 9 - 'Future changes' of the Overview for more information.

Part 4.2: Commentary on Maps

See Part 3 of Overview for guidance on reading and understanding the tables below

4.2.1 Section Details – Maps 4.a to 4.h: Park Lane/Thorns Beach to Lower Exbury House

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table X.2.X: Other options considered.

Column 5 – ‘Yes – normal’ means roll-back approach is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future.

Column 6a - certain specific coastal land types are included automatically in the coastal margin where they fall landward of the trail, or connect indirectly with it by touching another part of the coastal margin that itself touches the foreshore at some point.

1	2	3	4	5	6a	6b	6c	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 9 of Overview)	Default landward coastal margin?	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 10 of Overview)
4a	HCS-4-S001* and HCS-4-S002*	Not an existing walked route	Grass	No	No	Hedgerow	Clarity and cohesion	Margin
	HCS-4-S003*	Not an existing walked route	Tarmac	No	No	Landward edge of trail (2m)	Not used	Margin
	HCS-4-S004*	Public highway	Tarmac	No	No	Landward edge of trail (2m)	Not used	Margin
	HCS-4-S005*	Not an existing walked route	Grass	No	No	Fence line	Clarity and cohesion	Margin
	HCS-4-S006*	Public highway	Tarmac	No	No	Landward edge of road	Clarity and cohesion	Margin
	HCS-4-S007*	Not an existing walked route	Bare soil: compacted	No	No	Landward edge of trail (2m)	Not used	Margin
	HCS-4-S008*	Public highway	Tarmac	No	No	Landward edge of trail (2m)	Not used	Margin
4a and 4b	HCS-4-S009* and HCS-4-S010*	Public highway	Tarmac	No	No	Hedge	Clarity and cohesion	Margin
4b	HCS-4-S011	Public highway	Tarmac	No	No	Landward edge of trail (2m)	Not used	Margin
	HCS-4-S012	Public highway	Tarmac	No	No	Road	Clarity and cohesion	Margin
	HCS-4-S013	Public footpath	Bare soil: compacted	No	No	Landward edge of trail (2m)	Not used	Margin
	HCS-4-S014*	Public footpath	Gravel	No	No	Path	Clarity and cohesion	Margin
	HCS-4-S015*	Public footpath	Gravel	No	No	Various	Clarity and cohesion	Margin
	HCS-4-S016*	Public footpath	Tarmac	No	No	Landward edge of trail (2m)	Not used	Margin
	HCS-4-S017*	Public footpath	Bare soil: compacted	No	No	Various	Clarity and cohesion	Margin
4c	HCS-4-S018*	Other existing walked route	Bare soil: compacted	No	No	Various	Clarity and cohesion	Margin
	HCS-4-S019*	Public footpath	Bare soil: compacted	No	No	Various	Clarity and cohesion	Margin
	HCS-4-S020*	Public footpath	Tarmac	No	No	Road	Clarity and cohesion	Margin

1	2	3	4	5	6a	6b	6c	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 9 of Overview)	Default landward coastal margin?	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 10 of Overview)
4d	HCS-4-S021*	Public footway (pavement)	Tarmac	No	No	Pavement edge	Clarity and cohesion	Margin
	HCS-4-S022*	Other existing walked route	Bare soil: compacted	No	No	Road	Clarity and cohesion	Margin
	HCS-4-S023*	Public highway	Tarmac	No	No	Landward edge of trail (2m)	Not used	Margin
	HCS-4-S024*	Other existing walked route	Bare soil: compacted	No	No	Wall	Clarity and cohesion	Margin
	HCS-4-S025*	Other existing walked route	Bare soil: compacted	No	No	Hedgerow	Clarity and cohesion	Margin
	HCS-4-S026*	Public highway	Tarmac	No	No	Landward edge of trail (2m)	Not used	Margin
	HCS-4-S027*	Public footpath	Bare soil: compacted	No	No	Landward edge of trail (2m)	Not used	Margin
	HCS-4-S028* and HCS-4-S029*	Public footpath	Bare soil: compacted	No	No	Hedgerow	Clarity and cohesion	Margin
	HCS-4-S030*	Other existing walked route	Gravel	No	No	Hedgerow	Clarity and cohesion	Margin
4e	HCS-4-S031*	Not an existing walked route	Grass	No	No	Landward edge of trail (2m)	Not used	Margin
	HCS-4-S032*	Not an existing walked route	Bare soil: compacted	No	No	Landward edge of trail (2m)	Not used	Margin
	HCS-4-S033*	Other existing walked route	Gravel	No	Yes – section 15 land	Track	Clarity and cohesion	Margin
	HCS-4-S034	Public highway	Tarmac	No	Yes – section 15 land	Road	Clarity and cohesion	Margin
4f, 4g and 4h	HCS-4-S035*	Public highway	Tarmac	No	No	Road	Clarity and cohesion	Margin
4h	HCS-4-S036	Not an existing walked route	Bare soil: compacted	No	No	Hedgerow	Clarity and cohesion	Margin

4.2.2 Other options considered: Maps 4.a to 4.h : Park Lane/Thorns Beach to Lower Exbury House

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
4a	HCS-4-S001 to HCS-4-S007	We considered aligning the trail along Park Shore to Needs Ore Point and then to Southampton Yacht Club	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The proposed route avoided sites with significant nature conservation sensitivities in and around the North Solent National Nature Reserve ■ The ASFA concluded that access to parts of the margin would need to be excluded in this area by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) both seasonally in part and all year to protect sensitive wildlife ■ A route along this alignment would take walkers through an area with a paid permit system for bird watching. This could have a financial impact. ■ Alignment in this area would be in low lying land interspersed with many fences, some marshy ground and water channels that would require significant infrastructure costs and maintenance. ■ Alignment here would for a significant part be below the bank of sea defences limiting views of the estuary and sea ■ Alignment here to reach Needs Ore Point would pass very close to two remote and isolated properties near to the shoreline that might result in an unacceptable impact on privacy
4a	HCS-4-S001 to HCS-4-S007	We considered aligning the trail along Park Shore, Gravelly Marsh into Warren Lane	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The proposed route avoided sites with significant nature conservation sensitivities in and around the North Solent National Nature Reserve ■ The ASFA concluded that access to parts of the margin would need to be excluded in this area by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to protect sensitive wildlife ■ A route along this alignment would take walkers through an area with a paid permit system for bird watching. This could have a financial impact ■ Alignment in this area would be in low lying land interspersed with many fences, some marshy ground and water channels that would require significant infrastructure costs and maintenance.
4a	HCS-4-S001 to HCS-4-S007	We considered aligning the trail along field edges between Park Lane and the northern edge of Great Marsh to Warren lane	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The proposed route avoided sites with significant nature conservation sensitivities in and around the North Solent National Nature Reserve ■ The ASFA concluded that access to parts of the margin would need to be excluded in this area by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) both seasonally in part and all year to protect sensitive wildlife ■ A route along this alignment would take walkers through an area with a paid permit system for bird watching. This could have a financial impact ■ Alignment in this area would be in low lying land interspersed with many fences, some marshy ground and water channels that would require significant infrastructure costs and maintenance.

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
4a	HCS-4-S001 to HCS-4-S007	We considered aligning the trail inland at Park Lane Barn near Rye Errish Copse to Saint Leonards Road	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The proposed route avoided sites with significant nature conservation sensitivities in and around the North Solent National Nature Reserve ■ The ASFA concluded that access to parts of the margin would need to be excluded in this area by both seasonal and year round directions under s26(3)(a) of the Countryside and Rights of Way Act (2000), to protect sensitive wildlife ■ Alignment in this area would be in low lying land interspersed with many fences, some marshy ground and water channels unsuitable for walking and would require significant infrastructure ■ The alignment considered here was along a 'drive' used by the dairy farmer in his intensive dairy farm and the associated pastures nearby, the proposed route avoids any adverse impact on walkers and the dairy cattle that use this drive a number of times during the day
4a	HCS-4-S001 to HCS-4-S007	We considered aligning the trail north of Park Farm to Warren Lane, Warren Farm and Black water House	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The proposed route avoided sites with significant nature conservation sensitivities in and around the North Solent National Nature Reserve ■ The ASFA concluded that access to parts of the margin would need to be excluded in this area by both seasonal and year round directions under s26(3)(a) of the Countryside and Rights of Way Act (2000), to protect sensitive wildlife ■ Alignment in this area would be in low lying land interspersed with many fences, some marshy ground and water channels unsuitable for walking and would require significant infrastructure
4a	HCS-4-S006 to HCS-4-S009	We considered aligning the trail via Southampton Yacht Club to Salternshill Copse	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme ■ The proposed route avoided sites with significant nature conservation sensitivities ■ A coastal route here would have been on very boggy ground and required significant infrastructure.
4b	HCS-4-S010	We considered aligning the trail along Salternshill private drive via Clobb Copse to Bucklers Hard	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme ■ The proposed route avoided sites with significant nature conservation sensitivities
4b	HCS-4-S010	We considered aligning the trail landward of the roadside hedge and minor road between Salternshill and Bucklers Hard.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It provides good walking conditions ■ It doesn't involve crossing any private drives, additional gates or fencing ■ We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
4c	HCS-4-S018	We considered aligning the trail between Bucklers Hard and Beaulieu along the existing Solent Way and public right of way	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme ■ It is closer to and maintains views of the estuarial waters for much of its length. ■ It provides a unique experience walking through a transitional coastal woodland ■ It is already an extremely popular permissive walk
4b to 4h	HCS-4-S014 section at Bucklers Hard to HCS-4-S035 on east bank of Beaulieu River	We considered aligning the trail from Bucklers Hard to Exbury Jetty via a new ferry/water taxi service and via Gilbury lane (under Exbury Bridge) to Summer Lane	We would have strongly supported the creation of such a service if the parties concerned had been able to provide it. In such a scenario, we would have been likely to conclude that the service would obviate the need for a route around the remainder of the estuary – in which case we would have been prepared to provide some financial support for the capital costs involved in initially establishing the service. However the landowners concerned felt the service was not viable
4d to 4h	HCS-4-S027 to HCS-4-S035	We considered aligning the trail along the whole of Dock Lane into woods on the east side of the Beaulieu River	<p>We considered this option at length because our proposed alignment diverts a significant distance from the river's edge thereby creating a large amount of seaward coastal margin that includes areas of land that will not be excepted from the new access rights. However, having worked with landowners we opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ A coastal alignment is not possible due to environmental sensitivities along the eastern bank of the river. ■ Creating a route through the woodland here would have required considerable costs in access management infrastructure to prevent walkers from straying from any path and accessing the sensitive river banks. This is in part due to the 'Rides' that lead directly to the water's edge ■ Any route in the wood, away from the actual water's edge, would not provide a coastal experience due to the dense, thick nature of the woodland here, even in winter. As such the cost associated with creating a route through the wood outweighed the benefit. ■ We concluded that overall the proposed route provides a clear and convenient route and struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme ■ A number of buildings considered as 'excepted' limited the alignment options at the end of Dock Lane
4e	HCS-4-S031 to HCS-4-S034	We considered aligning the trail between the permissive path at Oxleys Copse along a track (known as Otterwood Track) located to the rear of the Hummicks through pony paddocks to join Exbury Road/Summer lane at Otterwood Cottage	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme ■ The fields east of Oxleys Copse and Moonhills Copse are a patchwork of paddocks whose boundaries regularly shift to allow horses rotational fresh grazing, making it difficult to align a path and manage the horses and ponies. ■ A number of buildings considered as 'excepted' limited the alignment options

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
4f to 4h	HCS-4-S035	We considered aligning the trail along the eastern edge of the Beaulieu river within Exbury park and Garden	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme ■ Alignment through this park and garden would not be possible without a formal dedication as it is excepted land. ■ The parks and gardens are a paid for attraction and a managed trail through the site would have a significant impact upon the business ■ Alignment here could disturb roosting and breeding birds, using the eastern bank of the Beaulieu River
4h	HCS-4-S036	We considered aligning the trail along the road at the southern extent of Exbury Gardens to join the road to Lepe adjacent to Inchmery Creek	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme ■ In places it is closer to the sea and maintains better views of the sea ■ This proposal is made with the support of the landowner ■ The proposal avoids tight bends with limited views of traffic
4h	HCS-4-S035 and HCS-4-S036	We considered aligning the trail on the public footpath east of Lower Exbury and inland beginning near to the southern extent of (HCS-5-S035) Exbury Gardens and re-joining the road further south near to the sharp bends at Three Stones	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme ■ It is closer to the sea and maintains better views of the sea ■ The proposed alignment avoids an inland detour along a public right of way which in part is through woodland with little or no views of the sea

Part 4.3: Chapter 3 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 4a to 4h.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Park Lane/Thorns Beach to Lower Exbury House

Discretion to include an estuary

- 4.3.1 Natural England proposes to exercise its functions as if the sea included the estuarial waters of the Beaulieu River as indicated by the extent of the trail shown on map A3.

Proposed route of the trail

- 4.3.2 The route is to be at the centre of the line shown on maps 4.a to 4.h as the proposed route of the trail.

Landward boundary of coastal margin

- 4.3.3 Adjacent to route sections HCS-4-S001, HCS-4-S002, HCS-4-S009, HCS-4-S010, HCS-4-S025, HCS-4-S030 and HCS-4-S036, the landward boundary of the coastal margin is to coincide with the hedgerow which, at the time of writing this report, is landward of the trail shown on maps 4a, 4b, 4d and 4h.
- 4.3.4 Adjacent to route section HCS-4-S005 the landward boundary of the coastal margin is to coincide with the fence line which, at the time of writing this report, is landward of the existing walked route shown as the trail on map 4a.
- 4.3.5 Adjacent to route section HCS-4-S021 the landward boundary of the coastal margin is to coincide with the landward edge of the pavement shown as the trail on map 4d.
- 4.3.6 Adjacent to route sections HCS-4-S006, HCS-4-S012, HCS-4-S020, HCS-4-S034 and HCS-4-S035 the landward boundary of the coastal margin is to coincide with the landward edge of the road shown as the trail on maps 4a, 4b, 4d, 4e, 4f, 4g and 4h.
- 4.3.7 Adjacent to route section HCS-4-S022 the landward boundary of the coastal margin is to coincide with the edge of the road which, at the time of writing this report, is landward of the existing walked route shown as the trail on map 4d.
- 4.3.8 Adjacent to route sections HCS-4-S015, HCS-4-S017 to HCS-4-S019 the landward boundary of the coastal margin is to coincide with various boundary features which, at the time of writing this report, are landward of the trail shown on maps 4b and 4d.
- 4.3.9 Adjacent to route section HCS-4-S024, the landward boundary of the coastal margin is to coincide with a wall which, at the time of writing this report, is landward of the existing walked route shown as the trail on map 4d.

- 4.3.10 Adjacent to route sections HCS-4-S028 and HCS-4-S029, the landward boundary of the coastal margin is to coincide with the hedgerow which is landward of the public footpath shown as the trail on map 4d.
- 4.3.11 Adjacent to route section HCS-4-S014, the landward boundary of the coastal margin is to coincide with the landward edge of the path shown as the trail on map 4b.
- 4.3.12 Adjacent to route section HCS-4-S033, the landward boundary of the coastal margin is to coincide with the landward edge of the track shown as the trail on map 4e.

Local restrictions and exclusions

- 4.3.13 Natural England proposes to exclude access relevant to this length of coast, as follows:
- Access is to be restricted by requiring dogs to be on leads in an area of coastal margin seawards of the route at Park Shore by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to help protect breeding and overwintering birds. It will have no legal effect on land where coastal access rights do not apply. See map L in the Overview for further details

Refer to section 6b and part 10 of the Overview for further details

- Access is to be excluded on this area of coastal margin adjacent to route sections HCS-4-S001 to HCS-4-S005 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) from 1st September to 15th March annually to protect overwintering birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See map K in the Overview for further details

Refer to section 6b and part 10 of the Overview for further details

- Access is to be excluded on this area of coastal margin adjacent to route sections HCS-4-S006 to HCS-4-S009 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to protect breeding and overwintering birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See map M in the Overview for further details

Refer to section 6b and part 10 of the Overview for further details

- Access is to be excluded all year-round at Bucklers Hard, in the coastal margin adjacent to route sections HCS-4-S013 and HCS-4-S014 under s24 of the Countryside and Rights of Way Act (2000) for the purpose of land management in order to protect the commercial interests of the visitor attraction. This exclusion will not affect the route itself. See map N in the Overview for details

Refer to part 10 of the Overview for further details

- Access is to be excluded all year-round at Agamemnon Boat Yard, in the coastal margin adjacent to route sections HCS-4-S016 to HCS-4-S017 under s24 of the Countryside and Rights of Way Act (2000) in order to prevent disruption to ongoing commercial activity (boatyard operations), and under s25(1)(b) of the Countryside and Rights of Way Act (2000) for the purposes of ensuring public safety. This exclusion will not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See map O in the Overview for details.

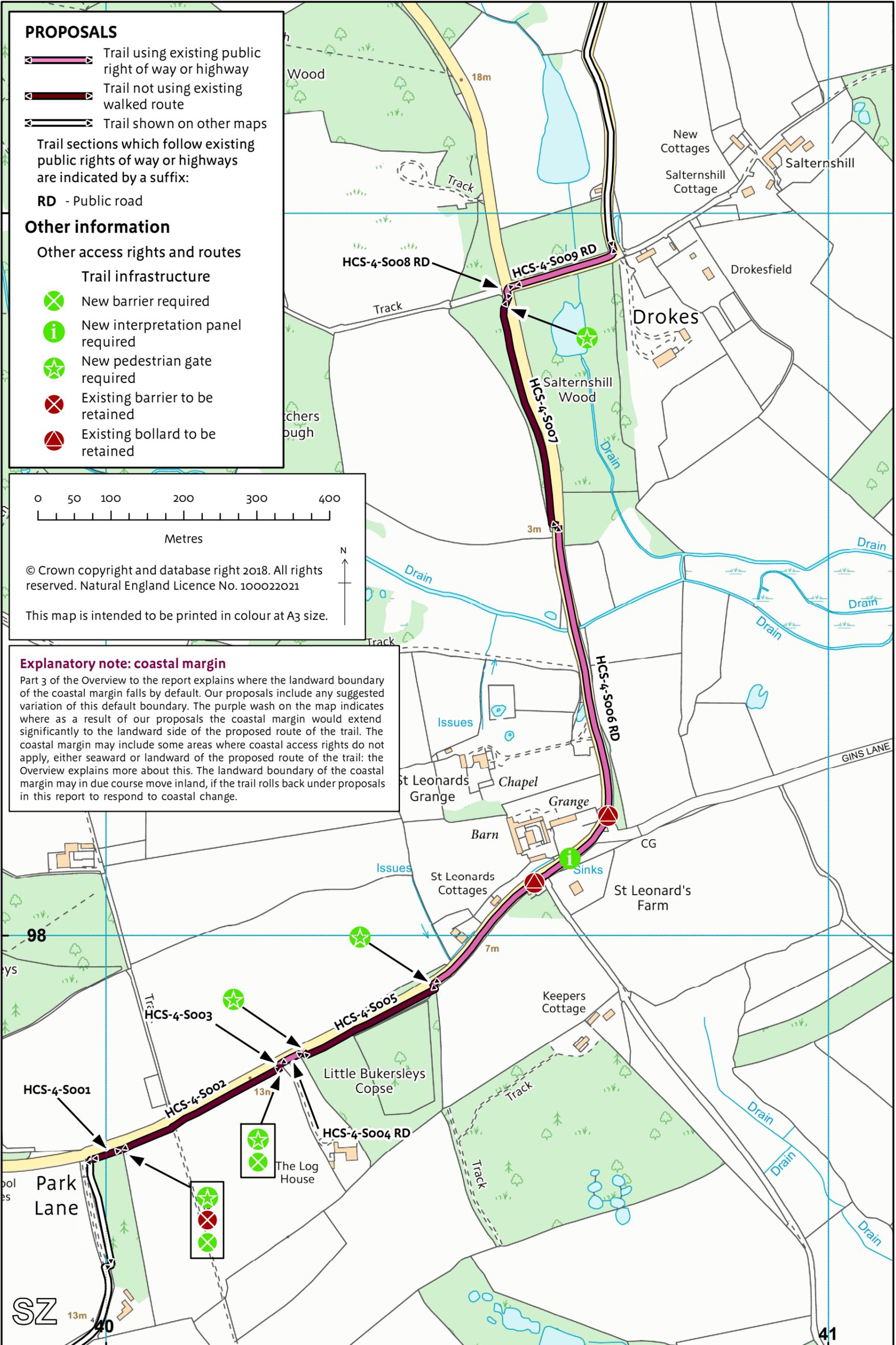
Refer to part 10 of the Overview for further details

- Access to the land in the coastal margin covered by route sections HCS-4-S001 to HCS-4-S036 is to be excluded all year-round by direction under section 25A of the Countryside and Rights of Way Act (2000) as it is mudflat and saltmarsh that is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See map F in the Overview for further details.

Refer to section 6b and part 10 of the Overview for further details

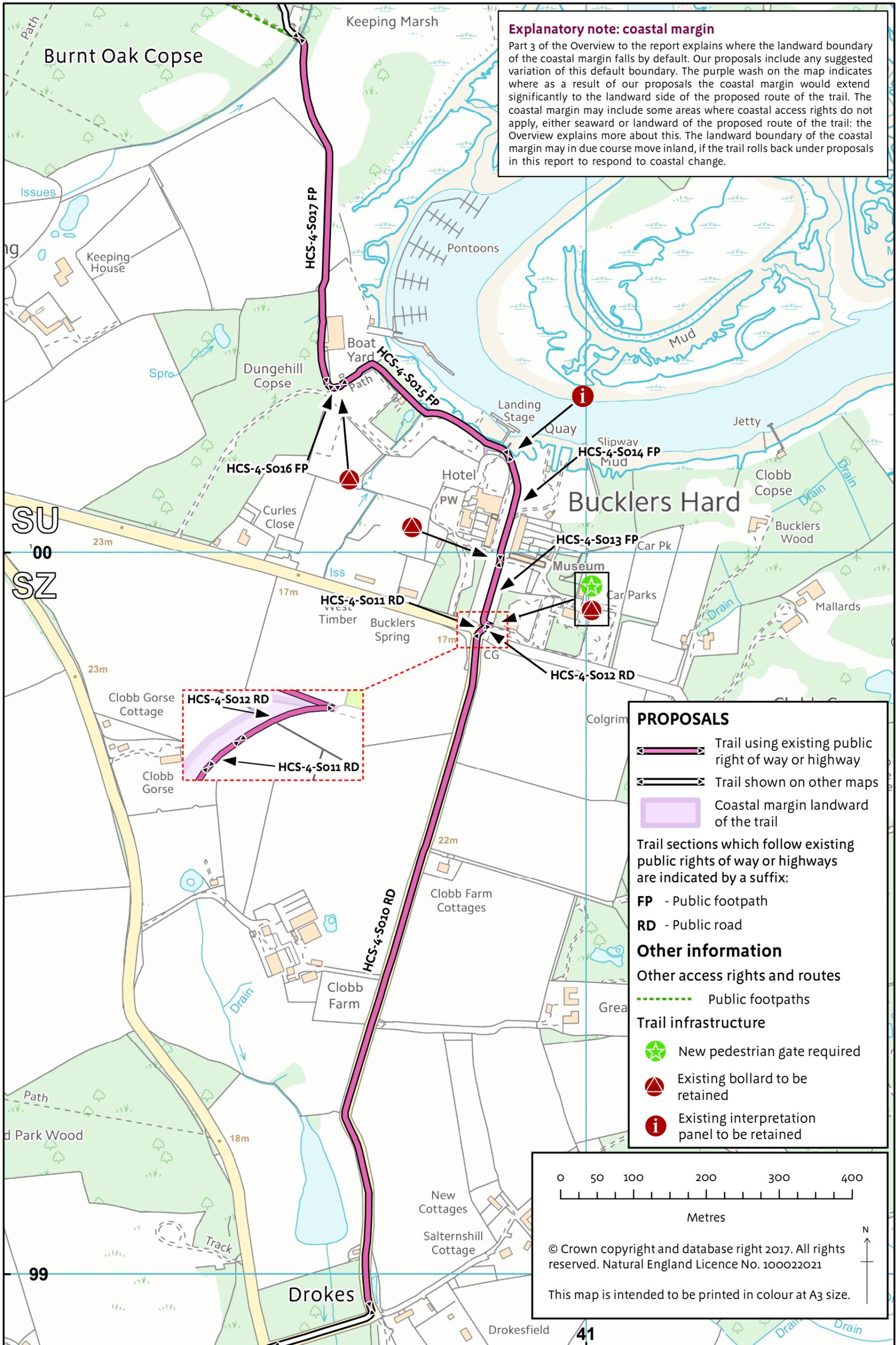
Alternative routes

4.3.14 There are no proposals for alternative routes in relation to this length of coast.



SZ

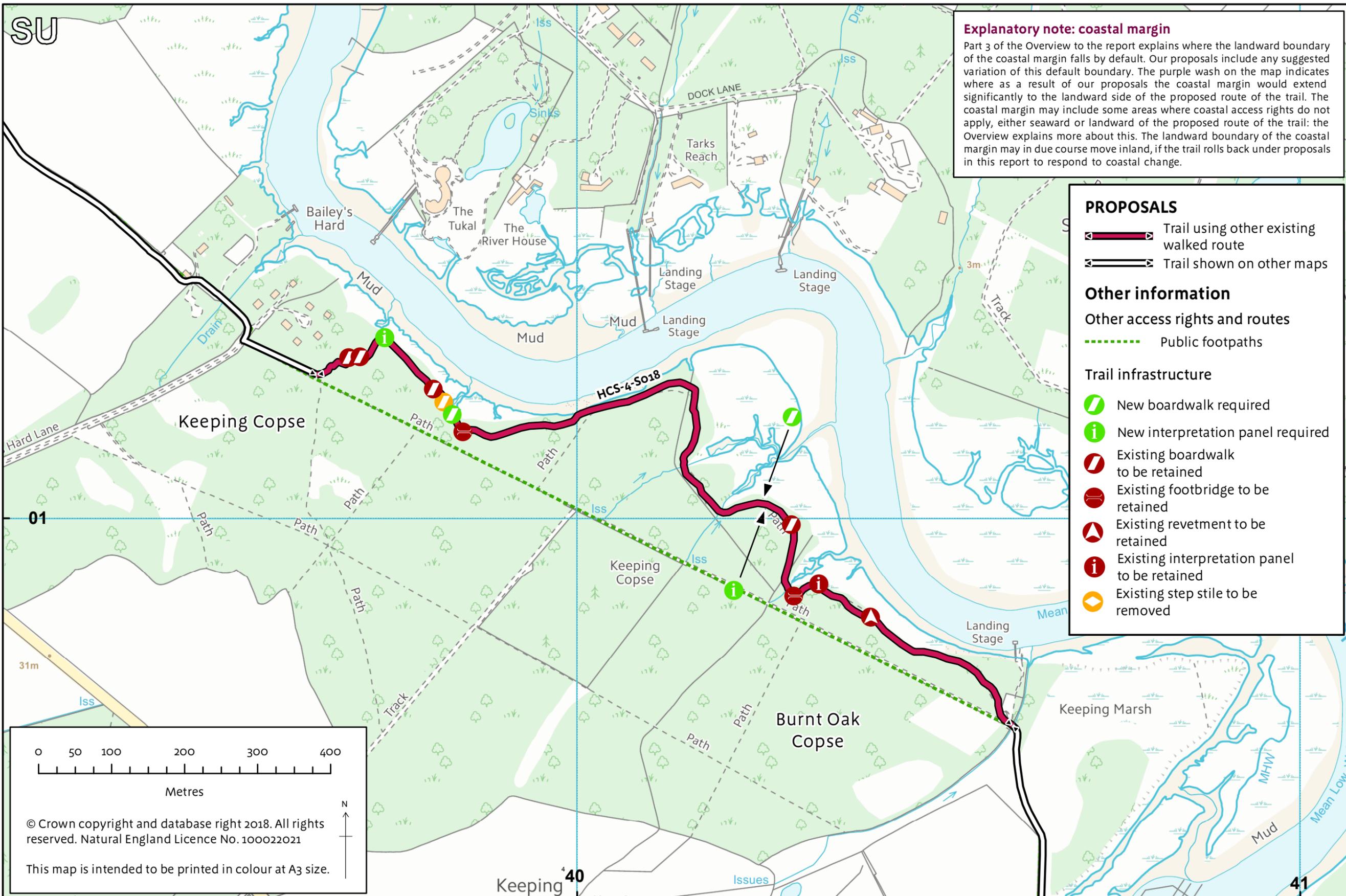
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Explanatory note: coastal margin
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.

PROPOSALS

- Trail using other existing walked route
- Trail shown on other maps

Other information

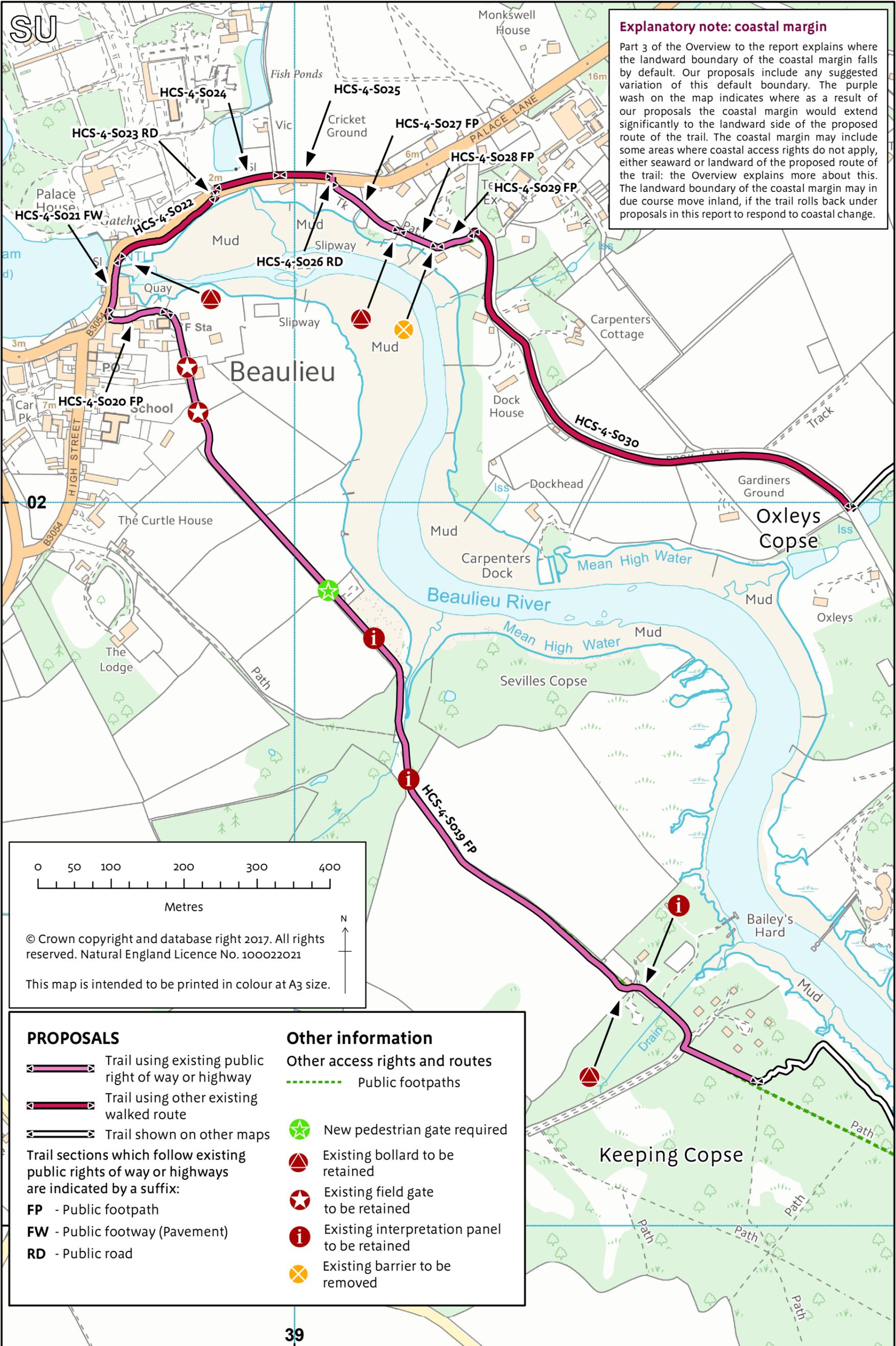
Other access rights and routes

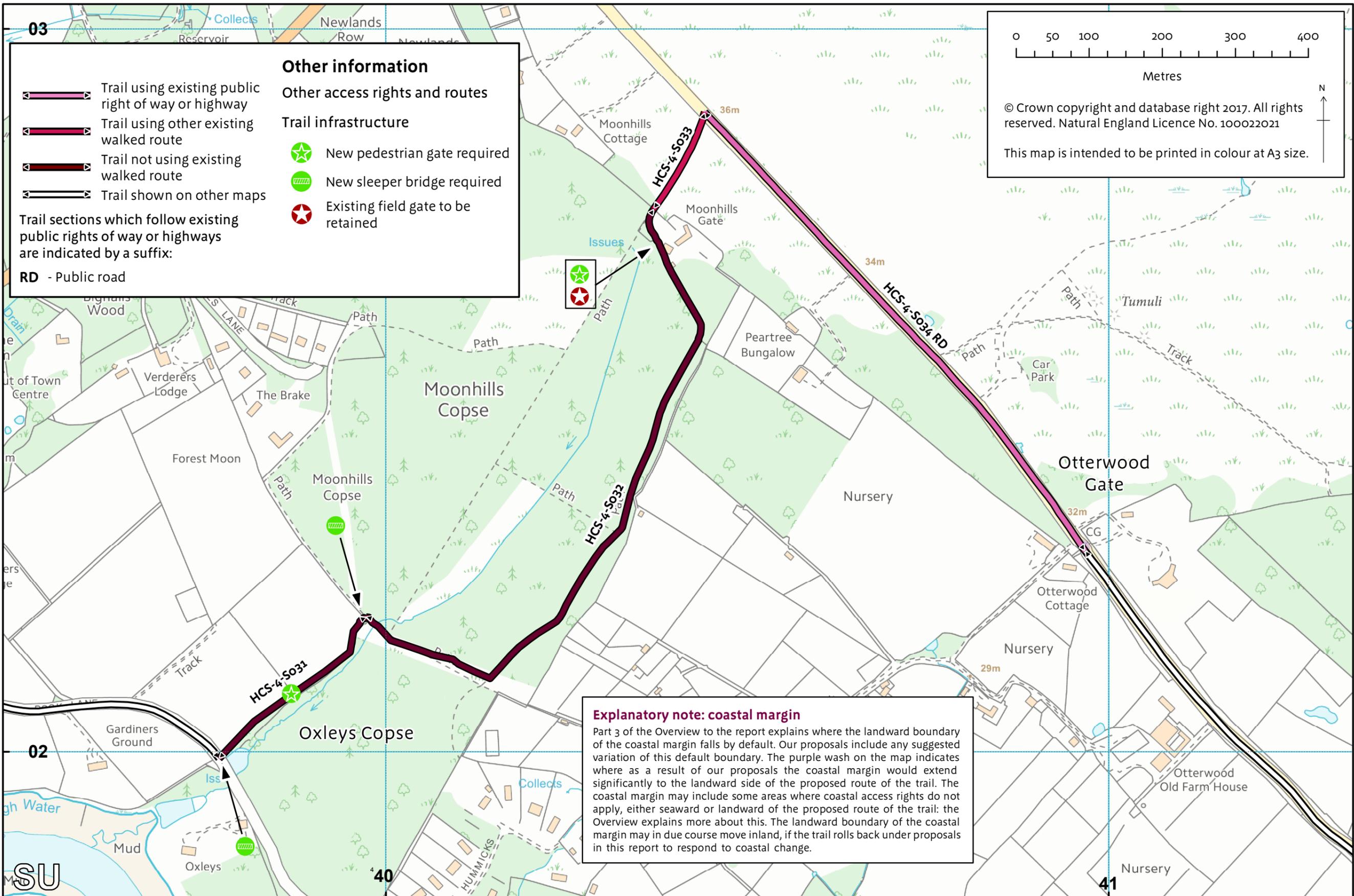
- Public footpaths

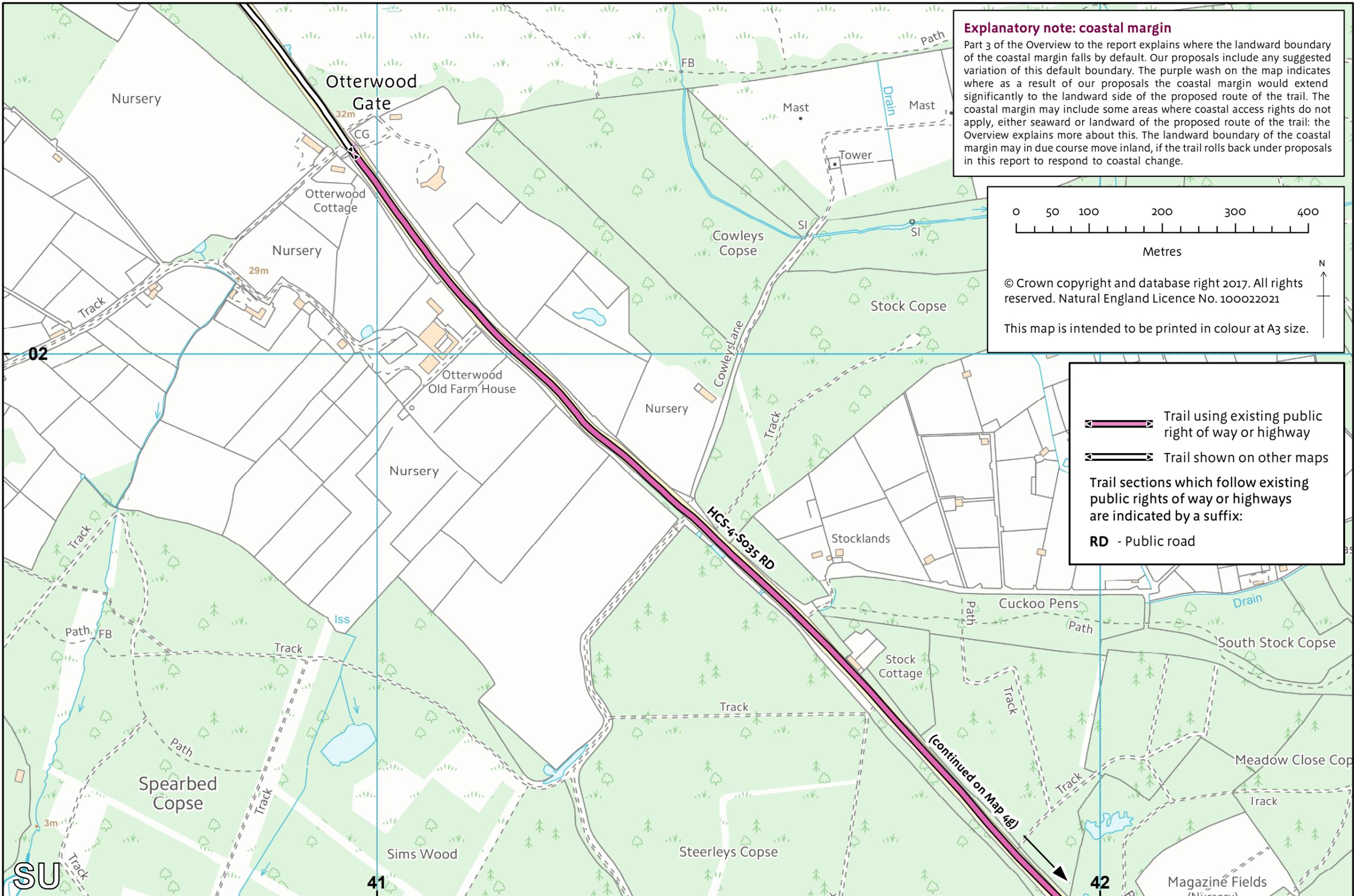
Trail infrastructure

- New boardwalk required
- New interpretation panel required
- Existing boardwalk to be retained
- Existing footbridge to be retained
- Existing revetment to be retained
- Existing interpretation panel to be retained
- Existing step stile to be removed

Map 4c: Burnt Oak Copse to Keeping Copse







Explanatory note: coastal margin
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0 50 100 200 300 400
 Metres

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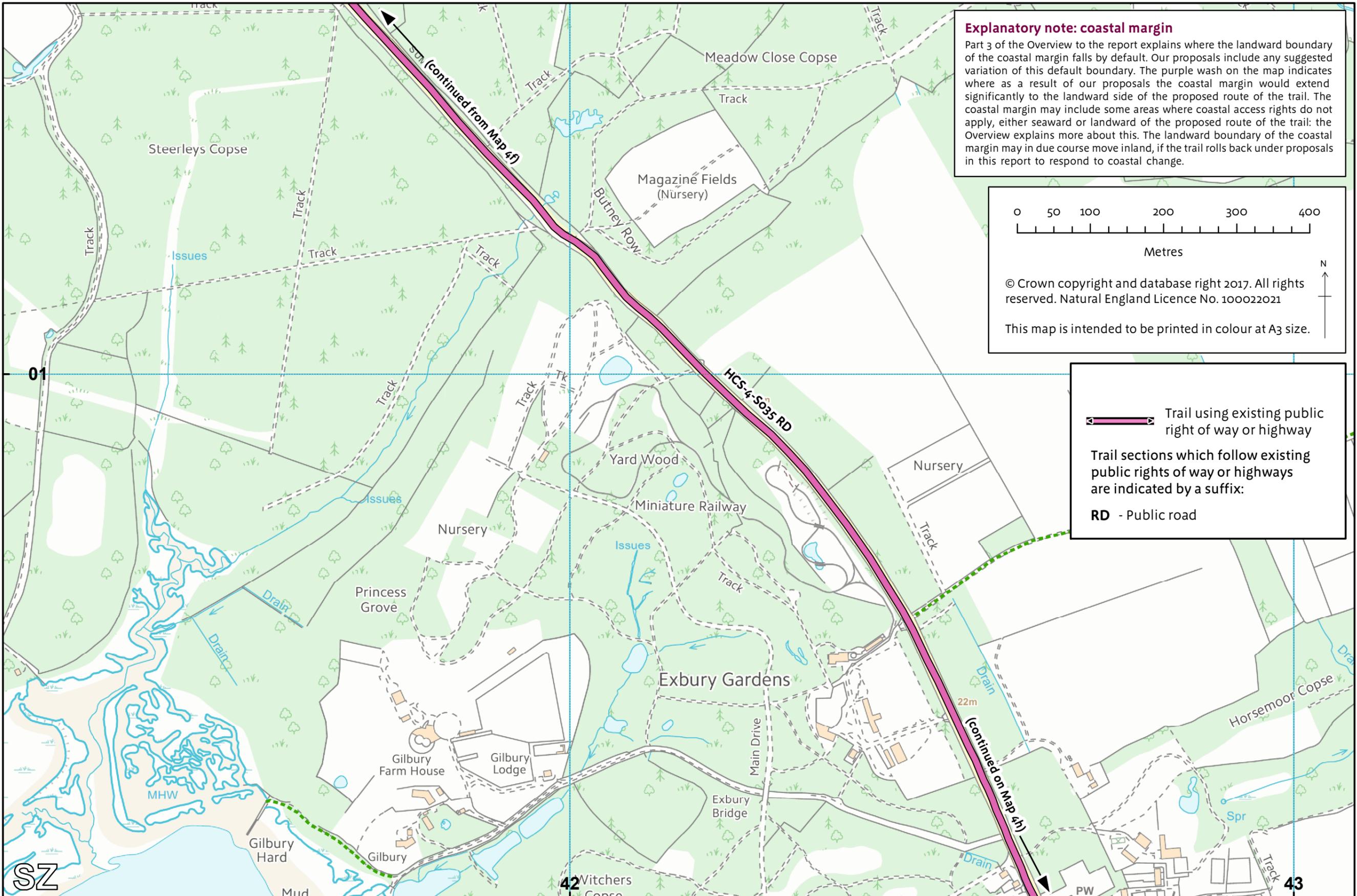
This map is intended to be printed in colour at A3 size.

Trail using existing public right of way or highway

Trail shown on other maps

Trail sections which follow existing public rights of way or highways are indicated by a suffix:

RD - Public road



Explanatory note: coastal margin
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.

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Trail using existing public right of way or highway

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